Claims

[c1] A method for stopping a vehicle comprising the steps of:
sending a signal requesting the vehicle to stop via a telematic device;
processing the signal within a vehicle ECU; and
commencing a vehicle stop sequence.

[c2] The method of claim 1, wherein the step of commencing a vehicle stop sequence includes one or more of the following steps: apply a vehicle primary brake system, applying a vehicle spring brake system, applying an engine torque reducer, applying a vehicle torque limitation device, or applying an engine kill switch.

[c3] The method of claim 1, wherein the vehicle ECU is an anti-locking brake system ECU.

[c4] The method of claim 1, further comprising the step of authenticating an operator's identification and transmitting an operator validation signal to said ECU.

[c5] The method of claim 4, wherein the step of authenticating the operator's identification is accomplished through use of one or more of the following devices: a fingerprint identification system, a voice recognition system, a mag-

netic strip security system, or an electronic key or access code security system.

[c6] The method of claim 1 further comprising the step of performing a diagnostic check to verify that the vehicle is capable of receiving said signal from said telematic device.

[c7] The method of claim 4 further comprising the step of performing a diagnostic check to verify that the ECU is capable of receiving a operator validation signal.

[c8] The method of claim 1 further comprising the steps of performing a diagnostic check to verify that the vehicle is capable of receiving said signal from said telematic device and performing a diagnostic check to verify that the ECU is capable of receiving a operator validation signal.

[c9] The method of claim 6, wherein said stop sequence is commenced when said telematic device diagnostic test fails.

[c10] The method of claim 7, wherein said stop sequence is commenced when said operator authentication diagnostic test fails.

[c11] The method of claim 8, wherein said stop sequence is

commences when either the telematic device diagnostic test fails or the operator authentication diagnostic test fails.

[c12] The method of claim 1, further comprising the step of resetting the vehicle brake and/or engine systems thereby allowing operation of the vehicle.

[c13] The method of claim 12, wherein said step of resetting the vehicle systems is commenced via a signal set from said telematic device.

[c14] The method of claim 1, wherein said telematic device is a Qualcomm system.

[c15] The method of claim 1, wherein said signal from said telematic device is encoded.

[c16] The method of claim 1, wherein said telematic device further provides a vehicle identification signal.

[c17] The method of claim 16, further comprising the step of broadcasting a vehicle identifier signal when a vehicle stop identifier signal has been received.

[c18] The method of claim 2, wherein said step of commencing a stop sequence further comprises sending a signal to the vehicle primary brake system, the spring brake system, the engine ECU or any combination thereof via

an existing vehicle communication bus.

[c19] A method for stopping a vehicle comprising the steps of:
communicating a stop signal to a telematic device;
relaying said stop signal from said telematic device to a vehicle;
receiving said stop signal on the vehicle;
transmitting said stop signal to a vehicle ECU; and
transmitting said stop signal to one or more of the following: a primary brake system, a spring break system, and an engine ECU.

[c20] A system for stopping a vehicle comprising:
a receiver that receives a signal from a telematic device and transmitting a signal to a vehicle ECU; and
one or more vehicle communication buses connecting said vehicle ECU to one or more of the following: a primary brake system, a spring break system, an engine ECU;
wherein said ECU processes the signal from said telematic device and delivers a signal along said one or more buses commencing a vehicle stop sequence.